

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY: East Germany REPORT: [redacted]
 SUBJECT: Military Activities at Zossen-Wuensdorf DATE DISTR.: 27 May 1954
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2. Movements of Units:

a. On 3 March 1954, 70 trucks filled with troops left the Wuensdorf-Zossen area for summer camp. [redacted]

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b. At 3 p.m. on 20 March 1954, 15 T-34 tanks were [redacted] on flat-cars at the Wittenberg station. They were destined for Dessau. [redacted]

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3. Restricted Meeting:

A restricted meeting on 15 and 16 March 1954 in the "House of Officers" was attended by high-ranking officers, including an unknown number of generals. All Germans were kept away from the area of the House of Officers during this meeting. There is no information as to what was discussed. After the meeting, however, a lieutenant-colonel talked of the probability of war "for which we are ready".

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He added that "only the Russians, the Japanese and the Germans are real soldiers. The Americans will never dare to start a war, except with the help of the Germans."

4. Suspected Divisional Headquarters:

It is reported that there is a divisional headquarters in Wuensdorf. The reason for this assumption is that officers have frequently been heard to say "call the Commander of the Division." [redacted]

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5. Planned Accommodations:

Accommodations for a mechanized division are to be built at Vogelsang. A workshop for tanks is being built at Neukloster between Rostock and Schwerin.

6. Recording of Telephone Conversations:

A recorder has been seen in the office of the Senior Communications Officer in house 94B, Wuensdorf, which contains the communications center. This has led to speculation that such recorders may be used in monitoring telephone conversations.

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COUNTRY	Poland	REPORT	
SUBJECT	Ship Construction in Gdansk and Gdynia Shipyards	DATE DISTR.	10 June 1954
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Gdansk Shipyards

1. The Gdansk (Danzig) Shipyard began laying keels for ocean-going ships in 1948. The first series of ships for ore and coal transport was followed by a second series of greater tonnage; these ships are used as barter items by the Poles. For instance, Poland obtains from the Soviet Union complete metallurgical installations for the Lenin Iron and Steel Works (formerly Nowa Huta) and other plants.
2. During the current year the Polish government has allocated over 635 million zloty to the shipbuilding industry. Auxiliary industries received 3000 machine tools imported principally from the Soviet Union and East Germany.
3. The Gdansk Shipyard is now a large combine which manufactures a variety of its own products. It produces semi-finished goods, ship hulls, mechanical equipment, including auxiliary machinery and equipment for ships, and also produces fully equipped ships.
4. The yard employs 4,200 workers and a small number of skilled workers. Fifty percent of the workers are youths who have gone through a trade school.
5. Productive capacity is growing from year to year according to plan and with it the number of workers employed. The shops are being modernized and enlarged by the acquisition of new machines. The improvement in tooling was followed on 1 July 1953 by a 350 percent increase in the norm.
6. Work in shifts was begun in the second half of 1952, each shift working 10 hours. The workers are grouped in brigades which work as a unit.
7. Skilled workers received additional training in the yard's own schools. There are two classes a week. At present courses for ship electricians and model

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carpenters are being held.

8. The ships are being built in seven dry docks equipped with electric cranes. This area is known as "teren A" (formerly Werft 1). Halls for the mounting of ship's hulls and an assembly hall were built on "teren B". These supply docks on "teren A" with ribs and moulded plates for hulls. Ship's boilers and machinery are assembled in the assembly hall. There are three steamships in dry dock; two of them [] are 4,800 tons; the third [] 3,500 tons. [] 25X1

Construction of a fourth ship [] of the NOWA HUTA type, 25X1 has been started. The first ship of this type was begun a year ago. Steamships numbered [] of the ore and coal transporting type are under 25X1 construction in the docks. Two docks are available for repair work.

9. The depth of the fitting-out wharf is 10 meters, but the bottom is covered by 86 tons of iron scrap and wood waste. This is being removed by divers of the PRCiP (Przedsiębiorstwo Róbót Czerpalnych i Podwodnych, Dredging and Submarine Enterprise), not by the shipyard's divers. When the work is finished the basin should also be 10 meters deep.

10. Placards calling for increased production on the part of the workers are fastened to the hulls under construction. Special brigades composed of Party members have undertaken to fulfill the norm for eight hours in six hours and to work on the norm for the following day during the other two.

11. Seventy percent of the time between the laying of a ship's keel and its delivery is taken by actual construction work and 30 percent for repairs after the first inspection by the acceptance commission. Experience has shown that as a result of faulty processes in the course of construction, insufficient checking of parts, and the speed demanded by the norm, substandard parts are incorporated into the ships which are then rejected and have to be replaced. Another cause of these deficiencies is the technical leadership's incapacity to plan ahead correctly and comprehensively. The lack of adequate experience is obvious. Another obvious handicap is the shortage of skilled labor.

12. Engineer Ogorodowski, head of the planning section, is in charge of blueprints for the entire yard. One of his tasks is to calculate the necessary labor costs and time. Drawings for separate parts are made in his office for divisions, brigades, and individual workers. They cover monthly, 10-day, and, in exceptional cases, single day projects.

13. Lukomski, master of engineering, is construction chief of the Gdansk Shipyard and works under the guidance of Professor Jaroslaw Naleskiewicz. The latter is chief technical adviser of the shipyard and has also occupied the chair of Higher Problems of Technical Mechanics and Testing of Materials at the Gdansk Institute of Technology since 1945. Besides, he is frequently entrusted by the Polish Government with tasks in connection with technical problems, especially those having to do with shipbuilding, which entail travelling abroad. Engineer Jerzy Klott is Lukomski's assistant. Besides the men already mentioned, engineers Wasawski, Mausolf, and Mihalik are also members of the technical office.

14. Socialist competition is the driving force for the fulfillment of the shipyard's planned production. It is directed by the PZPR (Polish United Workers' Party), headed by Party Secretary Scierko, who is assisted by Party activists, by the ZMP (Union of Polish Youth), headed by Tadeusz Lenart, and by the trade unions who have proved themselves to be the chief Party tools in influencing the workers. The main office of the Transport Workers' Union is at Gdynia, Kaszubski Square 11, tel. 2821, but it has branch offices in Sopot and Gdansk. The latter's address is Bojowcow St. 5/6, tel. 312 93, and there is another branch in Nowy Port, Na Zaspy 53, tel. 423 81.

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1. GENERAL INFORMATION

15. The Polnocna (Northern) Shipyard in Gdansk has four dry docks and is equipped to build fishing boats, dredges, and tugboats, and repair small craft. At present, two fishing boats of the supertrawler type (numbering and other details unknown), one tugboat, and one fishing boat, type Trawler [] are under construction. Andrzej Zacharski is the director of this yard. 25X1

Gdynia Shipyards

16. The Paris Commune Shipyard in Gdynia was entrusted in 1949 by the Central Bureau of Ship Construction (Centralnego Biura Konstrukcji Okretowych) with the task of drawing the plans for a new type of ship for the piece-goods trade. Its displacement was to be of 820 tons.

17. The keel of the first steamship of this type was laid in 1951 and the ship was ready the following year. At the present time ships of this type are being built on three slips, two of which have electric cranes. While the third is equipped with a crane that has to be moved by hand. [] Engineer Andrzej Robakiewicz is responsible for the launching. 25X1
[] Engineer Stefan Pup, employed by the shipyard since 1937, is responsible for the construction of ships of this type. 25X1

18. Andrzej Robakiewicz, who took his master's degree in engineering in 1948, is technical manager of the shipyard. As operating engineer he is responsible for the execution of the work according to the plans of engineer Pup. Boleslaw Przybylski is the technician responsible for the hulls. He has been employed by the shipyard since 1934. Piotr Dabrowski heads the woodwork section.

19. Skrzynowski, Party member and activist, is the director of the Gdynia Shipyard. It is equipped with four dry docks, suitable for the construction of smaller ships for deep-sea fishing and for the Navy, and started production the latter part of 1952. At present, three fishing boats of the lugger-trawler 500-gross-register tons type, equipped with refrigeration, and a 45 gross register tons torpedo boat for the Polish Navy, equipped with two torpedo tubes and diesel motors, are under construction. The Six-Year Plan provides for the construction of 10 trawlers of the same type. The number of naval craft to be built is not known, as they are ordered by the Ministry of National Defense according to need and are not included in the Six-Year Plan. The Machine Mounting Section is headed by Jerzy Skowronski; Hildebrandt, Zilonka, Kaleta, and Czerwinski head other sections.

General Remarks

20. All new ships built in Polish shipyards are delivered to the Department for Tonnage Allocation of the Ministry of Navigation which distributes new tonnage among the following firms:

- a. PLO (Polish Ocean Lines), with main offices in Gdynia, 10-go Lutego 24, director Lukowski.
- b. Arka Fisheries, Gdynia, Swietojanska 23.
- c. Dalmor Deep Sea Fisheries, Gdynia, Hryniwickiego 14.
- d. ZPGG (Gdynia-Gdansk Port Administration), Main Office address: Wrzeszcz, Morska 22.
- e. To the Soviet Union and Communist China on a barter basis.

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21. The PLO has a regular service line to Tientsin from Gdynia and Gdansk, for commercial reasons. Poland exports locomotives and machines for the sugar industry to China, and imports from China high-grade iron ore, textiles, and various raw materials. Ten ships are employed on this run, including the BALTYK, WARSZAWA, KOSCIUSZKO, GENERAL WALTER.

1. [Redacted] Comment: [Redacted] Deputy Director of the C.B.K.O.
No. 2 (Central Bureau of Ship Construction, No. 2) [Redacted]

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